

8. ALTERNATIVES ANALYSIS

The first step in any alternatives analysis is to investigate the **no build alternative**. The no build alternative assumes that no improvements will be made to the transportation system within the planning period. The positive aspects of the no build alternative include no monetary investment, no relocation of persons or businesses, and no disruption due to road construction. However, the no build alternative presents several problems for this particular study. Several roads in the area will be at or near capacity within the planning period if no improvements are made. Specifically, sections of US 421, NC 24, Beamon St., Johnson St. and North Blvd. will be over capacity by the year 2020. Also, sections of US 421, US 701 Bus., NC 24, Railroad St., Johnson St., Rowan St., College St., and Beamon St. will have an approximate volume to capacity ratio of between 0.8 and 1.0.

The **existing plus committed system** (E+C) was tested next. The only improvements listed in the 1996 Transportation Improvement Program (TIP) are the NC 24 Bypass and the widening of North Blvd. The only difference between the E+C network and the no build alternative is the situation on North Blvd and NC 24. Congestion along North Boulevard is reduced due to widening of the existing road. NC 24 through Clinton will experience a reduction in volume due to a proposed bypass. The NC 24 Bypass, when constructed, will remove much of the through traffic currently using the existing section.

Since there was an **existing Thoroughfare Plan** for Clinton, this was the next alternative to be tested. The old plan was added to the model as if these were the only improvements to be made within the planning period. The old plan contained several good elements which would benefit the cities transportation system. However, the old plan was only designed to accommodate growth through the 1990's. As Clinton continues to grow, further improvements will need to be made to the old plan. Routes such as NC 24, US 421, and Johnson Street would have been over capacity by the year 2020.

Alternative A adds the following recommendations to the old plan. US 421 should be widened to four lanes from its current four lane section to Brown's Church Road. NC 24 should be multilaned from its current five lane section to the western planning limits (Coharie Swamp). Also, the location of one section of the Outer Loop was altered. Development along Industrial Boulevard made the old alignment less attractive. The new location is slightly north of the old one. This allows the loop to be completed, as well as allowing this area to continue developing. A bypass of NC 24